ABSTRACT

A bearing device for internal combustion engines, comprising a crankshaft of an internal combustion engine and bearings supporting the crankshaft, and wherein the crankshaft is made of steel having not been subjected to surface hardening and having a structure, which is mainly composed of pearlite having the pro-eutectoid ferrite fraction of at most 3 %, and is processed to have the surface roughness Rz of at most 0.8 μm, and wherein the bearings have an aluminum bearing alloy bonded to a back plate thereof and contain, as an alloy component thereof, at least Si particles of less than 4 mass %, whereby early abrasion and scratches of the crankshaft are suppressed to be equivalent to or less than abrasion loss and scratches of conventional DCI shafts.